

each other, and sufficed up with pride that at last the emergency was giving them a chance to see how well they could act.

"Little soldiers," said Mrs. Tupper, "stand at attention, with arms at sides, every one of them."

Meanwhile, in the crippled children's classroom, the three teachers, Miss Clara Carstens, Miss Bertha M. Palmer and Miss Catha T. Hain, were following the routine drill for fire drill in that pathetic department.

HELPLESS LITTLE CRIPPLES CARRIED THROUGH SMOKE.
Miss Carstens caught up Harry Teste, who goes to school in a go-cart, in her arms. The two other teachers picked up children almost as helpless and gently shooed and urged the rest, one teacher at the head of the line, one in the middle and one behind, down to the yard.

While McCallan had been sent to the janitor by Miss McLean, after he had delivered his message, he sent a fire alarm and then grabbed an extinguisher. When he reached the burning classroom, he found five women teachers, whose classes were safely out, there before him. The fire was put out before the firemen arrived. It had destroyed the desk and platform and had eaten into the floor.

Capt. Baldwin, as soon as the fire alarm was reported in the Charles street station, around the corner, turned out every policeman in the house and started them for the school on the run. They were not needed, except to reassure the frightened parents, who began to rush to the school in droves as news of the fire spread through the Greenwich Village.

When the regular firemen had looked over the work of the volunteers and were sure that all was safe, the children were marched back again. They were not quite as orderly as when they went out. Some were singing and some were cheering. But who cared?

Mr. Crismon, who had shed his Santa Claus whiskers and pouch, got into them again and the candy went on.

Miss Tupper thinks that the fire was started by two bad little boys who were sent home without any candy. An investigation will be made to find out.

TAXICAB MURDER TRIAL ENDS; JUDGE FREES PRISONER

(Continued from First Page.)

self and bears every indication of having been manufactured."

Justice Marcus then said:

"It is a rule of mine, seldom broken, not to take into my hands the rendering of a verdict. I am not disposed to take from the jury their right to a full consideration of the evidence in these serious cases. But in this instance I am inclined to grant the motion of the defense. The evidence submitted in this case has certainly failed to remove the question of reasonable doubt, and I therefore direct the jury to return a verdict of not guilty."

The foreman of the jury then announced the formal verdict and Garvey was discharged. Before leaving the courtroom each of the jurors shook hands with Garvey and his counsel. They told Mr. Wellman in turn that they were turned over to them by the verdict would have been the same.

Asked he intended to appeal, Dick Bell, the man on whom suspicion was thrown by a former pal who testified for Garvey's defense, the Assistant District Attorney said:

"No. We looked into that story for several weeks. There is not a word of truth in it. We are yet to try James Keating, the chief friend of Garvey, now under indictment as the chauffeur who drove the taxicab used by the men who shot Starn."

After the verdict three of the jurors told Justice Marcus of an experiment they had made a few nights ago at the scene of the crime. They said they had taken positions at the various spots from which the state's witnesses said they saw the shot fired. The jurors attempted to see the faces of passers-by as they walked through the area of electric light in front of the jewelry store, but were unable to distinguish facial features that would make a future identification possible.

MRS. J. PIERPONT MORGAN IS NOT A SUFFRAGETTE.

Returns from Europe on the Amerika-Iceberg Crosses Ship's Path.

Mrs. J. Pierpont Morgan arrived today on the Amerika of the Hamburg-American line. The passengers on the ship were given the spectacle of an iceberg shaped like a battleship on the morning of the 19th, when in latitude 43.31 north, longitude 68.66 west. The appearance of an iceberg in the steamship lanes at this time of year is unusual. Heres usually float along in spring.

Mrs. Morgan was asked if she was interested in the suffragette movement. She said:

"You will find me registered in the list of anti-suffragists. Now, this is the longest interview I have ever permitted."

FAKE BRIDEGROOM AT PIER.

Carl Thommy Held on Embroidered Charge When He Lands.

Carl Thommy, a fine looking man of military appearance, accompanied by a beautiful young woman, his bride of a year, arrived on the Amerika today. As they stepped from their cabin they were greeted by the immigration authorities in consequence of an anonymous denunciation, which charged Thommy with the embezzlement of \$600 marks in Weimars. He was sent to Ellis Island protesting his innocence.

Thommy said he had \$600 marks in a Weimars bank that could be secured any time. His wife accompanied him to the Ellis Island. The German Consul was notified. The Consul said he would have the man out on the next night.

Only One "Bromo Quinine"

The place of "Bromo Quinine" is taken by "Loft's" and "Loft's" is the only one of its kind.

INTERBORO PLANS WITH BANKERS TO MAKE NEW BIDS

Conferences Being Held Involving Operation of "L" Extensions and New Subways.

LOOP FOR THE B. R. T.

Delegation from Queens County Makes a Protest Against the Proposed "L."

Negotiations between the city and banking representatives of the Interborough Rapid Transit Company, it was learned today, have reached a stage where there is a strong probability that the present operator of the subway will come forward with a new offer to operate proposed elevated extensions and new subways, some of which are now being constructed by the city.

Here are the principal concessions said to have been made by Henry P. Davidson, a partner of J. P. Morgan & Co., which banking house is to furnish the money needed by the Interborough.

First—That the Brooklyn Rapid Transit Company will get the Broadway loop in Manhattan as far north as Fifty-ninth street, connecting the East River bridges, which it originally demanded.

Second—That the Interborough withdraw its demand for a 9 per cent guarantee. As the city is furnishing the money to build the Lexington extension, this concession was expected, but there has been no agreement reached as to what the Interborough ought to get above 5 per cent on its actual investment in the present and new lines with an additional 1 per cent for a sinking fund.

Third—That the city and Interborough divide equally the expense of completing a subway "J" building a new subway south from Times Square, connecting up with the Pennsylvania Railroad Station.

Both sides in the new series of conferences have submitted figures. Those prepared by Controller Prendergast and Borough President McAnany were submitted yesterday to Mr. Davidson and Vice President Samuel Rea of the Pennsylvania Railroad at the Union League Club. Mr. Rea is interested in getting his railroad's terminal upon the track map of Manhattan, and he opened the present series of conferences to that end.

"I shall not tell you what these figures submitted in behalf of the city concerned," said Mr. Prendergast to an Evening World reporter this morning.

"I will say that at no time in the negotiations has there been any suggestion but favorable to the building of the Broadway subway to be operated by the B. R. T. This has already been provided for by the city."

"Then the Interborough is willing to come back under the dual plan, giving the B. R. T. entrance to Manhattan as far north as Fifty-ninth street?" was asked.

"We are really afraid that the Interborough won't come back," said the Controller with surprising frankness.

"But he has been our feeling all along. I cannot discuss the question of 'guarantee' or 'preference' to be made any company. Excuse me this time, for I have given my word to do no talking."

Chairman William R. Wilcox of the Public Service Commission, who has been at all the conferences of the new series, said:

"At no time in all of the meetings has there been suggestions from anybody that the Broadway subway should not be built. That I was in favor of the dual system last summer is no secret, as I considered it to be the best for the public. No conclusions were reached yesterday and as yet we have no positive intimation of any new offer to come from the Interborough."

Mr. Wilcox denied that there was any connection between the subway conference with Messrs. Rea and Davidson, and the dinner which he gave last night to the members of the Board of Estimate and Public Service Commission, also at the Union League Club.

QUEENS DELEGATION MAKES A PROTEST AGAINST PLANS.

Existence of public dissatisfaction with the conclusions reached last summer whereby the Board of Estimate promised practically all the new rapid transit lines elevated and subway to the Brooklyn Rapid Transit Company was shown today by the visit of a delegation from the Queens County Board of Supervisors to the Public Service Commission and City Hall. The delegation, headed by Dr. J. J. Gorman, president of the Queens County Board of Supervisors, first because of its general unpopularity, and second, because of the certain holdings of the Queens County Board, which it is proposed to cross with a new bridge. A subway with a tunnel under the creek running to the present one under the Harlem River from Manhattan to Queens is what we want in Queens.

In the delegation were Thomas J. Kelly, David Martin, Dr. J. T. McLeod, President E. J. Gardner of the Eastern Queens County Board of Supervisors, Dr. J. J. Waldron, John Graham and John Popp. The delegation was told that the objections they raised would be taken up with the Brooklyn Rapid Transit Company.

Mrs. W. A. Manning, Society Favorite, Who Has Separated From Husband.



MRS. LOUISE L. MANNING

PRISON DARK CELL HORRORS TOLD BY CONVICT ON STAND

But Light Cell Is Worse, Says De Lucca, on Trial for Attack on Mate.

(Special to The Evening World.)

WHITELAND, N. Y., Dec. 22.—When the trial of John Clark, William DeLucca and Arthur Lyons, three convicts accused of a murderous attack on Herman Miller, another convict in Sing Sing Prison, was continued today, before County Judge Platt, DeLucca testified about the horrors of the dark cell.

De Lucca and the other two convicts were tried jointly and, it is said, all will testify that Miller made a luncheon at De Lucca with a knife and that Clark struck Miller on the head with a hammer to save his life. De Lucca, who is under a twenty-year sentence for highway robbery, was asked by Assistant District Attorney Davis if he was not a member of the Monk Eastman gang. The convict became greatly excited.

"I guess not," he said. He lived on the west side, Monk Eastman on the east side, as everybody knows.

De Lucca said he had served three days and two nights in a dark cell for another assault on a convict.

"And you have always been a quiet prisoner?" he was asked.

"No," he replied.

"The description of the dark cell, which De Lucca said had been abolished in Sing Sing, was given by him.

"They have light cells," said De Lucca, with a sneer, "and I would rather serve five days and five nights with bread and water in a dark cell than a ten days solitary confinement in a light cell, where you get no exercise."

"There's no bunk in a dark cell?"

"No, sir."

"How often are you allowed a visit?"

"Once a month."

"What are you given?"

"A gill of water and a slice of bread in the morning and at night."

"How are the cells?"

"Dark as night."

ITALIAN LINER FOR NEW YORK MEETS MISHAP AT SEA.

Principe di Piedmont Loses Screw and Is Forced to Change Her Course for Stop at Bermuda.

ABOARD THE STEAMSHIP OCEANIA, Dec. 22 (By Wire).—The Italian liner Principe di Piedmont, bound from Naples to New York, reports that she has lost one of her screws and will change her course to make an unscheduled stop at Bermuda for repairs. No further details were given.

PASSENGERS IN CRASH ON BOSTON AND MAINE.

NEWBURYPORT, Mass., Dec. 22.—The Boston-Portland train on the Boston and Maine Railroad which left Boston at 12:30 P. M. was wrecked in a head-on collision just outside the Newburyport station about 2:30 P. M. today. One woman was seriously injured and a number of other persons slightly hurt.

The Portland-bound train crashed into a train of empty cars attached to a switching engine. The passenger train was approaching the station when the accident happened. All the windows on one side of the passenger train were broken.

PHYSICIAN'S AUTO HITS BOY.

Carl Frankkucke, nine years old, of No. 147 East Third street, Flatbush, was run down today by an automobile on Bedford avenue driven by Dr. George M. O'Malley of No. 333 Clarion avenue.

Dr. O'Malley took the boy into his car and drove to the Kings County Hospital. There was an immediate operation for a slight fracture of the skull. It was said at the hospital the boy had a chance of recovery.

DOORS NOT LOCKED MORE GIRLS SAY, AT TRIANGLE TRIAL

Attorney for Harris and Blanck Piles Up Evidence on Their Side.

KEYS LEFT IN LOCKS.

Custodian of the Plant Declares They Were Never Removed From Doors.

Evidence for the defense that the doors of the Washington place stairway at the Triangle Waist Company's plant were not kept locked prior to the fire of March 25, when 147 persons were killed, was piled up today before Judge Cullen in Part V, General Sessions. Max D. Steuer, counsel for Isaac Harris and Max Blanck, proprietors of the company, who are charged with manslaughter, called more witnesses to prove that the doors were never kept locked.

As a sidelight Nathan Zalop, night watchman at the factory, swore that he looked at the girls' pocketbooks to be sure they did not carry away bits of money. He added that he got the order to examine all pocketbooks from Harris & Blanck.

One of the witnesses for the defense, Dora Tiger, directly contradicted all of the other witnesses for the defense when she swore she used the Washington place elevator to go home and that many other girls did likewise. All of the other witnesses said the employees always used the Greene street elevators.

The defense proved by the night watchman that he always unlocked all doors in the morning, and by the custodian of the plant's keys that the Washington place stairs keys were never taken from the doors.

Nathan Zalop, night watchman at the factory, began the day's testimony by telling why he made the girls open their pocketbooks for inspection as they passed each night. He had testified that he did not know whether the Washington place elevator doors were fastened or not when Mr. Roetwick began his cross-examination.

"Who told you to look at the pocketbooks?" asked Mr. Roetwick.

"The bosses," said the witness.

Q. Who were they? A. Mr. Blanck and Mr. Harris.

Q. Did they tell you why they wanted you to look at them? A. Yes.

Q. What did they say? A. They said that the girls did not carry out any lace or other goods or wares.

From the opening of the trial the prosecution had shown that every night all of the employees had to open the large handbags that were in vogue and show them to the night watchman. Zalop's testimony frankly explained why it was done.

ONE MORE WITNESS SAYS DOOR WASN'T LOCKED.

Frank Pasternack, who worked at the Triangle factory for three years prior to the fire, said he lived at No. 23 East One Hundred and Nineteenth street and was not now employed by Harris and Blanck. He said he frequently saw the proprietors, salesmen, visitors and manager go through the Washington place stairway door on the sixth floor.

The story of the fire told by the witness convulsed the jury and spectators. He wouldn't "stand hatched" to any question. Mr. Steuer asked him what he did when he heard the cry of "Fire."

"I didn't believe it," said the witness. By painful efforts Steuer got him to tell that his skepticism was banished and that he fled to the Washington place elevators. There the lawyer asked what the witness did. He began a flood of talk that did not get him anywhere.

"Did you stand there and get burned up?" asked the exasperated attorney.

"No, I took off my coat and overcoat so I could run better."

Q. But what did you do? A. There wasn't any smoke or flame there at that time.

Q. How did you get to the Greene street side because the fire might be down there?

"What did you do?" again asked Steuer.

"Oh, I went to the roof," said Pasternack, and the breaking of the tension brought an unrestrained laugh.

Eva Kaplan of No. 161 East One Hundred and Third street, testified that she worked on the eighth floor and that the Washington place stairway doors were not generally locked. She saw them used and sometimes used them.

Mary Alter, who was a stenographer at the plant, and she worked on the tenth floor and that her father was the uncle to Mrs. Harris and Mrs. Blanck. She said the girls of the eighth and ninth floors often used the Washington place stairway in going from floor to floor at the noon hour, when doors to the music of a phonograph was allowed. She started her story of the fire by saying that she got the alarm by telephone from the eighth floor and went to notify Harris and Blanck.

Q. (To the Court.) Before you left the phone did you ring up the ninth floor? A. No, sir.

Miss Alter said she opened the tenth floor door on the Washington place side and saw smoke and "a bright streak" and then she closed the door.

TENTH FLOOR EMPLOYEES ALL RAN TO THE ROOF.

"This I heard Mr. Harris yell 'To the roof from Greene street,' which we all did," continued the witness.

Her father, Louis Alter, came as the next witness. He was manager of the tenth floor and said he was the last man to leave that floor at night.

Alter said that all of the keys for the plant were given by him each night to the watchman and were returned to him each morning.

Q. Did you ever have the keys for the Washington place stairway doors? A. Never.

Q. Where were those keys? A. They were in the locks, tied with a long string, inside of the doors.

Edward N. Markovitz of No. 29 West One Hundred and Seventeenth street, said he was shipping clerk at the factory. He was asked to tell what he knew of the fire.

Dora Tiger, of No. 518 East Houston street, was an operator at the factory. She said she used the Washington place stairways ten times a day and never found the doors locked on either the eighth or ninth floors.

All of the other witnesses on both sides had sworn that the employees did not use the Washington place elevators. These witnesses, who worked at the factory for five years, testified that the Washington place doors were used and not locked.

Nathan Wortman gave similar testimony, except he laughed in the courtroom in this evidence:

Q. So you went to the eighth floor on account of your work? A. Yes, sir. Q. Did you ever go to the ninth floor? A. I slipped in there sometimes. Q. What do you mean by "slipped in?" A. I slipped in to see my lady friend.

WIFE INTOLERABLY CRUEL, NEW YORK BANKER CHARGES.

Howard E. O'Flynn Brings Suit for Divorce at Stamford, Conn.

(Special to The Evening World.)

STAMFORD, Conn., Dec. 22.—Howard E. O'Flynn, a Newark banker and summer resident at Shippan Point here, has instituted a suit for divorce in the Superior Court against his wife, who was formerly Miss Florence Knapp of Brooklyn.

Mr. O'Flynn charges his wife with intolerable cruelty, declaring he was forced to seek refuge in the stone castle of William P. Morley, also a resident of Shippan Point.

Mr. O'Flynn, when seen by an Evening World correspondent, refused to discuss the matter or describe the alleged cruelties.

Mrs. O'Flynn is staying with friends. The couple have made their summer home here for four years.

41 PASSENGERS INJURED IN WRECK OF FAST TRAIN.

Pullman Sleeper and Day Coach on Seaboard Air Line Ditched in Georgia.

ATLANTA, Ga., Dec. 22.—Derailment of train No. 38 on the Seaboard Air Line at Gloster, thirty-five miles northeast of Atlanta, resulted in the injury of forty-one persons. None, however, is believed to be fatally hurt. The wreck occurred early last night. When the derailment scene was torn down.

The train left Atlanta at 8:35 o'clock for Washington. It was going forty miles an hour when near the Gloster station it struck a broken rail. The engine and several cars went over safely, but a Pullman sleeper and one first class passenger car went into a ditch.

Nothing but Quality could maintain the splendid reputation of this delicious tea.

White Rose CEYLON TEA

Double Strength Saves Half

CONNOR PIANO ESTABLISHED IN 1877. Grand, Upright and Player Pianos.

4 EAST 42D ST. OPEN EVENINGS.

CANDY (Trade Mark.)

The immense counter space and great number of attendants in our candy store make this left store advantageous to customers whose time is limited and quick service is necessary.

Buy Your Candies Early and Avoid the Rush

ASSURED HARD CANDIES

ONE POUND BOXES

OLD FASHIONED MOILED SUGAR MIXED CANDY 13c

BOILED SUGAR ANIMAL TOYS 15c

SPECIAL MIXED CANDY—Caramel, Cream Drops, Cream Fruits, Creams, Fruit Jellies, Bonbons, French Creams, etc. 15c

HIGH GRADE BONBONS, CHOCOLATES, GLACE FRUIT, etc. 25c

HIGH GRADE ASSORTED CHOCOLATES, 50 KINDS, POUND BOX 25c

FIVE POUND BOXES

MANHATTAN MIXED CANDY FOR FAMILY USE, better than any other, 65c

BUREAU MIXED CANDY, an excellent assortment of delicious confections, 90c

HIGH GRADE BONBONS, CHOCOLATES AND GLACE FRUIT, 1.25

HIGH GRADE BONBONS, CHOCOLATES AND GLACE FRUIT, 2.00

IMPORTED FRENCH GLACE FRUITS, NEW CROP JUST ARRIVED, 5-POUND BOXES \$1.39

SPECIAL OFFER TO SUNDAY SCHOOLS, CHURCHES, ETC.

COMMITTEES GLADLY WAITED ON EVEN TOUGH NOT READY TO PURCHASE.

30 POUNDS OF "METROPOLITAN" MIXTURE ABSOLUTELY PURE, WHOLESOME CANDY \$2.70

AND 60 HALF-POUND BOXES, FOR POUNDS OF THAT OLD FASHION "BOILED SUGAR MIXTURE," AND 60 HALF-POUND BOXES, FOR \$3.30

ALL OUR STORES OPEN TO-NIGHT UNTIL 11 P. M.

ALL OUR STORES OPEN AT 8 A. M. TO-MORROW

A DUTY

The ideal gift during the holiday season is Candy—but you owe it to your friends to be sure of its purity and wholesomeness. Get Loft's and be on the safe side.

Hood's Sarsaparilla which corrects the acid condition of the blood and effects permanent cures. Get it today. In usual liquid form or chocolate tablets called Sarsatabs.

DRESSMAKERS ARE IN TROUBLE AGAIN WITH UNCLE SAM

Three Who Paid Fines in Sleeper Trunk Cases Now Held for Undervaluations.

Three of the fashionable dressmakers who figured in 1909 in the "Sleeper Trunk Smuggling Conspiracy," through which the Government was defrauded out of duties aggregating \$6,000,000, and who were let off with small fines, have again got into trouble with the Government. They are Augusta Wicketrom, Kate O'Connell and Annie L. McBurnie.

On indictments charging them with undervaluing merchandise which they brought into the country on their return from a shopping trip to Paris, the dressmakers were arraigned this afternoon by Marshal Henkel before Judge Hoyt in the Criminal Branch of the United States Circuit Court. They entered pleas of not guilty and were put under \$5,000 bail each for trial.

The indictment against Augusta Wicketrom charges her with having defrauded the Government out of duties amounting to \$112.12. She claimed the \$146.50 on dress goods imported by Kate O'Connell. She gave the value of the merchandise as \$38.45 francs, while its actual value was \$112.12 francs.

In the case of Annie L. McBurnie, the loss to the Government is given as \$61.17. She gave valuation of the merchandise as \$23.45 francs, but it is charged it was worth \$30.62 francs.

When they pleaded guilty in the same court in 1909 in connection with the "Sleeper Trunk" the Wicketrom woman was let off with a fine of \$200; Kate O'Connell was fined \$1,000 and the McBurnie woman paid \$2,000.

Noted Clubwoman Dead.

CLEVELAND, Dec. 22.—Mrs. Elroy M. Avery, aged sixty-seven, editor of the official paper of the Daughters of the American Revolution and prominent in civic and educational work here, died today of heart failure. She was the first woman member of the Cleveland Board of Education and, perhaps, the first woman elected to public office in Ohio.

Nothing but Quality could maintain the splendid reputation of this delicious tea.

White Rose CEYLON TEA

Double Strength Saves Half

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